

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 23rd instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, May 16, 1887. 925

STEAMSHIP ANADYR.
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp and Havre, at S.S. *Indus* and *Romulus*, in connection with the above Steamers, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after unloading. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-morrow (Saturday), the 14th May, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned unless intimated after Saturday, the 21st May, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to me on or before Monday, the 22nd May, 1887, or they will not be recognized. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 909

THE BEN LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND SINGAPORE.

THE Steamship *Benlary*, Captain CLARK, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for CONSIGNMENT by the Undersigned, and to receive the same, and to deliver their Goods from alongside. Consignees of NAILROD IRON are particularly requested to take delivery from Steamer IN THEIR OWN BOATS, failing which the Captain will be responsible for any mixing of different lots that may arise from otherwise discharging same. The Steamer is berthed at the KOWLOON PIERS and any Cargo impeding her discharge will be landed into Godowns and stored at Consignees' risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow, the 18th instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th instant will be subject to rent. All Claims must reach us before 4 p.m. of the 28th instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 17, 1887. 939

Insurances.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels or on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARRER & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

To-day's Advertisements.

TO LET.

With Possession from 1st July, 1887.

THE OFFICES at present in the occupation of the CHINESE INSURANCE CO., LTD., with COMPARTMENTS and SERVANTS' QUARTERS.

Apply to ADAMSON, BELL & Co.

Hongkong, May 19, 1887. 953

NOTICE.

THE BORNEO UNION ASSURANCE COMPANY, LIMITED, will accept RATES at Local Rates.

THE BORNEO COMPANY, LTD., Agents.

Hongkong, May 19, 1887. 954

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.
The Co.'s Steamship *Sachsen*, Captain A. JARON, will leave for the above place TO-MORROW (FRIDAY), the 20th instant, at Noon.

For Freight or Passage, apply to MELOHERS & Co., Agents.

Hongkong, May 19, 1887. 947

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
The Co.'s Steamship *General Werder*, Captain W. VON SEHUCH, will leave for the above Ports TO-MORROW (FRIDAY), the 20th instant, at Noon.

For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, May 19, 1887. 948

THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The British Steamship *Benlary*, Captain CLARK, will leave for the above Ports TO-MORROW (FRIDAY), the 20th instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 19, 1887. 939

FOR SHANGHAI.

The Steamship *Peking*, Captain G. HEUBERMAN, will be despatched for the above Port TO-MORROW, the 20th instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, May 19, 1887. 946

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY.

The Co.'s Steamship *Borneo*, Captain WILKINS, will be despatched as above on SATURDAY, the 21st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, May 19, 1887. 952

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain GODDARD, will be despatched for the above Ports on SATURDAY, the 21st instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFLAIX & Co., General Managers.

Hongkong, May 19, 1887. 954

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Chartered Steamship *Port Victor*, Captain WILKINS, Commander, will be despatched as above on TUESDAY, the 24th instant, at Daylight.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer for First-class Passengers.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 19, 1887. 950

GLENE LINE OF STEAM PACKETS.

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

THE S.S. *Glenfold* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day, the 19th instant. Cargo remaining undelivered after the 25th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, May 19, 1887. 940

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *SACHSEN* FROM SHANGHAI AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, LTD., whence delivery may be obtained.

Cargo from New York ex S. *Fuld* and *Emu*, has come forward by this Steamer. Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before Noon To-day, the 19th instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 28th instant, will be subject to rent.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st May, at 4 p.m.

All Claims must reach us before the 2nd June, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by MELOHERS & Co., Agents.

Hongkong, May 19, 1887. 955

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

THE EVENING OF THE SEASON.

SATURDAY EVENING, the 21st May, 1887.

SALINGER'S ENGLISH OPERA BOUFFE COMPANY.

Business Manager, Mr. N. SALINGER. Stage Manager, Mr. A. RUBY.

For the First Time in Hongkong The Most Popular and Original Burlesque by H. J. BRON.

LUORETTA BORG A. M.D.

A Combination of Wit, Humor and Irresistible Fun.

CHARACTERS:

The Dook—A poor creature, but not to be confounded with the 'Dook' creature in 'Rob Roy'.

Rustic—Pollock of the Period.

Jubba—Lucretia's Physic boy, always taking in his mistress' confessions.

Genaro—A Medical student, very nearly dying early in the piece, but is eventually cured.

Orsini—His Friend and Patcher.

Livoretto—Young medical pupil, who will some day be a Doctor.

Peitucci—(Duchess of Ferrara.) A lady who has "gone in" for medicine, and "come out" with honours.

Lucretia—A mistress of her art, but not her heart, which is in the Dooks, but some body else's.

AT VENICE.

A Reading Party and Reading Sauce. Trenching interview between Lucretia and Genaro, resulting in The Moan.

THE MISSES AND THE MELODION!!!

THE BIG AUSTRALIAN FIVE.

How the DOCK and RUSTICHELLO—BUT NO MATTER.

THE JUBILEE IN THE DUCAL PALACE.

RELATIVE JUSTICE. EVERY ONE TRIUMPHANT.

Musical Director: for this occasion only Signor CANTON. Leader of Orchestra, Mr. C. SCHROEDER.

PROCES OF ADMISSION: Dress Circle and Stalls, \$2. Deck Seats, \$1.

Military and Sailors in uniform, Half Price, to Deck Seats only.

To avoid disappointment secure your Seats early.

Resort: Seats may be booked at Messrs. KELLY & WALSH'S, Leinster, where a Plan of the Hall may be seen.

Doors open at 8.30. Commence at 9 p.m. Hongkong, May 19, 1887. 953

NOTICE.

NOTICE is hereby given that the Annual General MEETING of the VICTORIA RECREATION CLUB will be held in the Gymnasium on THURSDAY NEXT, the 26th instant, at 5.30 p.m.

J. H. STEWART, LOOKHART, Hon. Secretary. VICTORIA RECREATION CLUB.

Hongkong, May 19, 1887. 951

SHIPPING.

ARRIVALS.

May 18, 1887.—
Peking, British steamer, from Whampoa.
Paumotu, British steamer, from Whampoa.

May 19.—
Sachsen, German steamer, 2,874, Ad. Jagger, Bremen, April 16, Antwerp 9, Southampton 10, Port Said 20, Suez 26, Aden May 1, Colombo 5, and Singapore 14, Mails and General.—MELBOURNE & Co.
Thales, British steamer, 320, F. D. Goddard, Foochow May 13, Taiwanfo 16, Amoy 17, and Swatow 17, General.—DOUGLAS STEAMSHIP CO.
Canton, British steamer, 1,000, J. Drummond, Swatow May 14, General.—JARDINE, MATHESON & Co.
Albion, German steamer, 558, Ad. Samme, Newchwang and Chefoo May 13, Beana.—WILSON & Co.
Glenfold, British steamer, 1,430, B. Quarry, London April 7, and Singapore May 19, General.—JARDINE, MATHESON & Co.
Adis, Danish steamer, 335, N. O. Revbeek, Touran May 17, General.—ARNOLD, KARRER & Co.
Oxfordshire, British steamer, 903, C. P. Jones, London and Singapore May 12, General.—ROBERTS & Co.

DEPARTURES.

May 19.—
Koon Lee, for Whampoa.
Amoy, for Whampoa.
Singapore, for Singapore.
Yeloo, for Chefoo and Newchwang.
Hampshire, for Shanghai.
Tobu G. Porter, for New York.
Vaucluse, German steamer, for Singapore.
Albion, German steamer, for Whampoa.
Decatur, for Europe.
Kuching, for Swatow and Shanghai.

CLEARING.
Portuguese, for Saigon.
Benlary, for Yokohama and Kobe.
Paumotu, for Swatow and Chefoo.
Port Augusta, for Saigon.
Port, for Hongkong.

PASSENGERS.

ARRIVED.

Per *Sachsen*, from Bremen, &c., Miss Reuter, Mr. and Mrs. Tietze, Messrs. Mager, Mr. Murohava, D'Arasens, Delkonkamp, Caraceni, and 154 Chinese.

Per *Thales*, from Oant Ports, Messrs. Foy and Kentfeldt, and 183 Chinese.

Per *Canton*, from Shanghai, Mrs. Wallers, and 20 Chinese.

Per *Albion*, from Newchwang, &c., 3 Chinese.

Per *Glenfold*, from Singapore, &c., Mr. W. Flahbun, and Mr. T. Tuckey, and 200 Chinese.

Per *Adis*, from Haiphong, 2 Europeans, and 145 Chinese.

Per *Oxfordshire*, from Singapore, 30 Chinese.

DEPARTURE.

Per *Hampshire*, for Shanghai, from New York, Messrs. F. B. Rao, M. Hennessey, H. Biddle and J. Drummond; from Aden, Mr. Nilman.

Per *Decatur*, from Hongkong, for Singapore, Lieut. Young, R.N., Messrs. B. Knight and R. H. Woodford; for Bombay, Mr. O. B. Koor; for London, Dr. Deano, Quarter-master Surgt. S. White, Messrs. A. J. Thompson and James Langdon; from Shanghai, for London, Mr. and Mrs. W. W. Clifford; from Yokohama, for Singapore, Mrs. L. Sturges; for Penang, Mr. and Mrs. Petherbridge; 1 child and 2 native servants; for London, Mr. Knight; from Kobe, for London, Miss A. Orr.

Per *Zepher*, for Amoy, Hon. Ties. Jackson, Mrs. E. H. M. Jackson, 2 children and amah, Mr. and Mrs. R. O. Hurley, and 69 Chinese; for Manila, Mr. Thos. Innes and servant, Arcadio d'Arca, and 20 Chinese.

Per *Kuching*, for Swatow, 200 Chinese.

TO DEPART.

Per *Vorlignern*, for Saigon, 150 Chinese.

Per *Paumotu*, for Swatow, 10 Chinese.

Per *Port Augusta*, for Saigon, 50 Chinese.

SHIPPING REPORTS.

The German steamer *Sachsen* reports: The winds in the China sea were in the southern part S.W. to N.W. with heavy rains; in the northern part brisk N.E. winds were met.

The British steamer *Thales* reports: From Foochow in Taiwanfo, and thence to Amoy, had light and moderate winds with fine weather. From Amoy to Swatow, and thence to Hongkong, had fresh N.E. monsoon and dull cloudy weather. Straits in Foochow, Glenary, Kaitow and Welle. Steamer in Taiwanfo, Iduna. Steamer in Swatow, Amoy and Penang.

The British steamer *Glenfold* reports: Had light breeze, fine weather and smooth water to within 400 miles off Hongkong; thence fresh N.E. breeze and moderate swell.

POST OFFICE NOTICES.

MAILS will close:—
For SWATOW, CHEFOO, TIENTSIN AND NEWCHOWANG.—
Per *Paumotu*, at 11.30 a.m., on Friday, the 20th inst., instead of as previously notified.

For YOKOHAMA.—
Per *Thales*, at 11.30 a.m., on Friday, the 20th inst.

For SHANGHAI.—
Per *Pembroke*, at 11.30 a.m., on Friday, the 20th inst.

Per *Sachsen*, at 11.30 a.m., on Friday, the 20th inst.

Per *Peking*, at 3.30 p.m., on Friday, the 20th inst., instead of as previously notified.

For KOBE & YOKOHAMA.—
Per *Thales*, at 3.30 p.m., on Friday, the 20th inst.

For YOKOHAMA & KOBE.—
Per *Thales*, at 3.30 p.m., on Friday, the 20th inst.

For STRAITS SETTLEMENTS.—
Per *Probus*, at 4.30 p.m., on Friday, the 20th inst., instead of as previously notified.

For HAIPHONG.—
Per *Adis*, at 5 p.m., on Friday, the 20th inst.

For NAGASAKI, KOBE & YOKOHAMA.—
Per *Thales*, at 5 p.m., on Friday, the 20th inst.

For NAGASAKI, KOBE & YOKOHAMA.—
Per *Glenary*, at 11.30 a.m., on Saturday, the 21st inst.

For SAIGON.—
Per *Ching-wei*, at 9 a.m., on Sunday, the 22nd inst.

For SINGAPORE.—
Per *Electra*, at 10.30 a.m., on Monday, the 23rd inst.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet City of *Peking*, will be despatched on TUESDAY, the 24th May, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
8.15 a.m. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Saghalien* will be despatched on THURSDAY, the 26th May, with Mails to the United Kingdom, Europe, and places beyond, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), the Australian Colonies, Aden, Natal and the Cape, Egypt, Malacca, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

POST OFFICE NOTICES.

CLOSING OF OFFICES.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—
Day of Departure.
Noon.—Money Order Office closes.
2 p.m.—Registry of Letters closes.
Posting of all printed matter and patterns closes.

3 p.m.—Mail closed, except for Late Letters.
3.10 p.m.—Letters may be posted with Late Fee of 10 cents until 3.30 p.m.—When the Post Office closes entirely.
3.40 p.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

MEMOS FOR TO-MORROW.

Shipping.

Noon.—*Paumotu* leaves for Swatow, &c.
Noon.—*Sachsen* leaves for Shanghai.
Noon.—*Benlary* leaves for Y'ham, &c.
Noon.—*General Werder* leaves for Yokohama, &c.
4 p.m.—*Peking* leaves for Shanghai.
4 p.m.—*Thales* leaves for Y'ham, &c.

General Memoranda.

SATURDAY, May 21.—
Goods for *Steamer Anadyr* unclaimed after Noon subject to rent.
9 p.m.—Performance at the City Hall.

MONDAY, May 23.—
Goods for *Port Augusta* undelivered after this date subject to rent.
Goods for *Swatow* undelivered after this date subject to rent.

WEDNESDAY, May 25.—
Goods for *Benlary* undelivered after this date subject to rent.

THURSDAY, May 26.—
Noon.—Tenders for Construction of a Steam Locomotive at Commission and Transport Office.
5.30 p.m.—Meeting of Victoria Recreation Club in the Gymnasium.
Goods for *Glenfold* undelivered after this date subject to rent.
Goods for *Sachsen* undelivered after this date subject to rent.

FRIDAY, May 27.—
Transfer of Books of The Panjion & Sanghio Dua Samant Mining Co., Ltd., closed from this

The Austrian-Hungarian corvette *Arora*, Captain Mueller, arrived at Anson on the 12th instant.

Tan London correspondent of the *Leeds Mercury* is responsible for the following:—There are many people who believe that even if the Government carry the Crime Bill they will break down in its administration. They think that in Ireland preparations are being made to overthrow the Executive in very possible way. It is probable, among other things, that the system of boycotting will receive a great extension. It will be applied to magistrates, police, and all other persons believed to be on the side of the Executive. Indeed, out of Ulster all the Unionists in Ireland will be indicted from communicating with the Nationalists, and I need not say that the Government will find it difficult to cope with boycotting on this scale. An effort will also be made to break down the summary jurisdiction clause by placing such a strain upon it as will render it impossible for the Government to carry it out. The Executive cannot imprison tens of thousands of people, and as soon as the Act passes every Nationalist who can string together a few sentences will be sent out to advocate the Plan of Campaign. The Government will, therefore, either have to lock up a great multitude of people, or submit to the practical abrogation of the clause.

The *Overland Mail* says:—We rather incline to the belief that the departments would be the better of a complete overhauling. It is time the country found out what it was getting for its money in these establishments, and more particularly how they are worked and what are the springs that move them. A searching inquiry by a Parliamentary Committee into the Colonial Office, its methods, its relations to the Colonial Agents, the distribution of patronage, and who controls the dispensation of the various offices, would be a most useful supplementary performance to the Colonial Conference, especially if all the Agents General and ex-Agents General were invited to give evidence. Political secretaries and under-secretaries of State are beginning to chafe against the dictatorial ways of the permanent staffs in our public departments; and, as they find that nothing is to be gained, in these days of Parliamentary inquiry, by submitting to dictatorial treatment, the danger of having the responsibility laid on their own shoulders, it must be expected that official men, on both sides, will begin to emancipate themselves from a bureaucratic despotism, and introduce into their departments a more liberal and more efficient administration. But the political officials will never regain their proper authority until the searching light of public criticism has been let in upon every room and closet in the offices where our costly bureaucrats are installed.

Whispering on the partially American ladies have for the game of bowls, a Pittsburgh paper says:—There are many more ladies than the average New York citizen imagines amuse themselves with bowling. This game is not enjoyed so publicly by the fashionable ladies as many others, but if the allies are not in the private they always have a private coterie, such as a family or a group of the same. Probably the best known bowling club for lady bowlers is in Fifty-eighth Street. Here the alley is in a building by itself—a well-lighted, long, and narrow structure, with frescoed walls and many bright niches, as well as a fine lawn and a beautiful view of the city. The Terrace Bowling Club has 100 dials, toward the Bartholomew and 400 dials, toward the Bowline. The Terrace Bowling Club is largely made up of uptown bowlers and the Terrace Bowling Club is played over more than in the out-of-town bowlers, only in a more secret way.

THE ACCIDENT TO THE "ANDY."

The agent of the M. M. Co. informed us this forenoon that he had received a telegram stating that the *Andy* passed Guttsiff (66 miles from Shanghai) at 6 o'clock this morning (the 19th). Nothing was said in the telegram about her being in tow, and it was presumed therefore that she had been able to repair the damage while in tow of the *Menzel*, and then proceed on her journey alone.

A later telegram, however, shows that the *Menzel* towed the *Andy* all the way to Shanghai. It was despatched at 3.57, and is as follows:—*Andy* moored in the river waiting for tug-boats despatched this morning. *Menzel* continues Japan.

If all had been right on board the *Andy* she should have completed her journey by Tuesday evening, the time usually taken by the M. M. steamers to accomplish the journey between here and Shanghai being 60 hours with the monsoon in their favour and about 70 hours with the monsoon against them. She was 108 hours out at 6 o'clock this morning.

Amoy.

(From Our Correspondent.)

Amoy, 17th May, 1887.

News has just been received from a village named Po Sai, that on the 16th of the Chinese moon (30th April) two women were killed and partly eaten by tigers there. This makes the third woman killed by these animals this year.

The villagers say that the tigers, which are plentiful, never molest them before, except by taking an occasional pig or dog, but now that they have taken to killing and eating human beings, they are afraid that unless the tigers are killed they will have to abandon their villages.

Yessels in Port.—Shamoon: *Thalia*, *Formosa*, *Lee Song*. Sailing Yessels: *Katow*.

Walter Staggfried, Daniel Hida, Niederhof, Sateima, Sin Kolya, Solidar.

SUPREME COURT. IN CRIMINAL SESSIONS.

(Before His Honour Mr Justice Russell, Acting Chief Justice.)

Thursday, May 19.

The Criminal Sessions were continued this morning.

A PRISON CASE.

Mak Ayow, Mong Aing, Chan Ayaw, Wong A-ang and Pan Aik were charged with abetting the *Tung-tan* bank on the 10th April at Yat-mat, of sundry articles piratically stolen from the said bank.

The prisoners pleaded not guilty, and the following jurors were sworn: Messrs C. H. Rogers, N. J. Gomez, E. R. de Rozario, David Tulloch, Joseph Lawrence, Shalkaly, G. O. J. Atzenroth.

The Acting Attorney General said the prisoners were charged with two offences. The first count charged them with the common law crime of piracy. The second count was framed under the local Ordinance No. 1 of 1883, passed for the suppression of piracy, section six of which provided for the punishment of those found guilty of piracy at any time or place, and who had been previously taken. In support of the charges he would put in the box Wong Awo, master of the *Tung-tan* bank. On the 6th April last he sailed from Shanghai on the *Tung-tan* bank, with 90 casks of rice and various other articles, which would be enumerated. When he got outside he saw a junk coming up behind him. That junk came alongside, and the first and second defendants, whom he identified, pointed guns and revolvers at him. He stopped and four pirates boarded his junk and told him to obey their chief. Then others came on board and took everything out of the junk. They then cut several of the ropes and the rigging and went away. As soon as he could the master came back to Hongkong and made a report. In consequence of that report certain enquiries were made, and he on the 10th, that was four days after the piracy, was taken over to Tamsui. There he was identified as being the junk that attacked him. He came back and Inspector Quincey with a party of police went on the *Tung-tan* bank and arrested the first and second defendants and afterwards the other three persons who were on board the junk. He found a certain quantity of goods which he said were his. He would tell the jury about the marks which were on the rice bags. It would also be proved that he purchased other goods, and the kind of the bags in which they were put would be spoken to. They would also have the evidence of a passenger, who identified the first and second defendants and of the steerman and the other three persons who were on board the junk. On these facts he thought the jury would be justified in finding the prisoners guilty.

Evidence in support of these facts was given at considerable length.

The jury at first found the first and second defendants guilty of the first count, piracy, and the others guilty on the second count—receiving piratically stolen goods.

His Lordship said he ought to have pointed out that if they were satisfied that the first and second defendants were on the junk at the time the piracy was committed they were equally guilty.

The jury then retired to reconsider their verdict and on returning announced the following decision: 1st and 2nd defendants, guilty of piracy, and the other three persons, guilty of piracy, by a majority of 6 to 1, and guilty of receiving, unanimously.

The Court was then adjourned till Monday next at eleven o'clock.

AN IMPERIAL PENNY POSTAGE.

The following article on Mr Henrick Heaton's proposal to adopt an Imperial Penny Postage is taken from the *London Daily News* of the 18th instant:—Mr Henrick Heaton has brought his correspondence with the Postmaster-General to a conclusion with a remarkable letter to the Imperial Penny Postage, just printed as a Parliamentary Paper. The three earlier letters appear at the same time in the same form, while a good index to the collection is given in the last of the letters.

At the outset Mr Henrick Heaton calls attention to the two resolutions on the notes paper of the House that help to define his position. He has called for an inquiry into our postal system; he has insisted on a principle of reform which would devote Post-office profits to the reduction of Post-office rates. The aim of his two resolutions, of his four letters, and of his whole life, as he gives us to understand in a telling *credo*, is to make money pay postage, and not postage pay money. In his recapitulation of arguments we hear once more how the 600,000,000 in subsidies now annually paid for our foreign and colonial packet service has little or no relation to the cost of conveying the mails. It is given for other purposes, to stimulate commercial traffic, or encourage the building of steamers that might be useful in war. With such objects, according to Mr Henrick Heaton, the Post Office has nothing to do. These charges ought to be borne by the Admiralty or by the War Department, directly concerned, and the letter-writing public should be released of the liabilities they involve. Correspondence can be carried at a profit to the remotest parts of the earth at a rate of one farthing a letter at the penny rate according to the Post Office might make a handsome revenue. Mr Henrick Heaton contrasts many foreign rates with our own, greatly to the disadvantage of the English Department. It costs 25s. to post to the same place from Germany or France. It is not a penny cheaper to post in Belgium than in England in this respect. In posting a large number of samples lately one firm saved 30s. by this device. A three-ounce sample of biscuit sent from Belgium to any part of the United Kingdom costs one penny postage sent from place to place within the United Kingdom, the cost is just twice as much.

It can be done, then, and England ought to do it—that might be the motto of the whole correspondence. A powerful steamship company has been started for the Adriatic mail at a penny per letter. With all fair actual allowance for the difference in distance, the difference in price between the present rate in Australia and the proposed rate to America is enormous. The British public pay 11s. 0d. for their correspondence with about three millions of people in Australia, and not quite 100,000 for their correspondence with six millions in the United States. They actually write more to Australia, how-

ever, in proportion to population, and that calls against Mr Henrick Heaton in more ways than one, for it seems to show that they are not deterred by present rates. His contention is, that they would write still more if the rates were lower, and that they cannot write too much, since our best homes for the future of our trade lie with the Colonies. It is idle to tell him that, as it is, they pay too little for the advantages they enjoy, and that Post Office business with some of our remoter possessions is carried at a loss. The Department, we are assured, is a bad bookkeeper, and it is often unable to discriminate between loss and gain in a particular operation. There is, it must be confessed, a want of knowledge of the proportion which income bears to expenditure that would not be submitted to by a merchant in connection with his business concerns for an hour. Whether Australia, to take only her case among many, be a loss or a gain now, she will remain a gain, and a very large one, we have no doubt, Mr Henrick Heaton's contention of the amazing results that are likely to follow the change. But we have to consider Post Office loss and gain only as they affect the general question of public convenience. Mr Henrick Heaton evidently does not care very much for the common conception of the Post Office as a great Earning Department. It continues to make a profit on the service of first necessity it supplies, since it must be, but from those it is to be determined, say from the last with the provision of 2,500,000, keep the profit stationary, and devote all surplus beyond that to the reduction of rates. Mr Henrick Heaton's contention is, that the Post Office should be a public utility, and by supporting them "not one penny of additional taxation imposed." To those who object that all profit made by the Post Office should go to the relief of the poor, Mr Henrick Heaton answers with considerable ingenuity that the surplus profits are itself a tax.

The Postmaster-General's last word on the subject is not altogether felicitous. He is notoriously a great buyer of goods, and he has been hard on him to undertake the defence of a subsidy. The author sometimes imposes strange obligations. His general position is that a penny post could not be made applicable to all parts of the British Empire, and he is not in favour of the whole empire supporting it. It is but a belief, and it has to be accepted on authority, for in the limits the Postmaster-General, or rather his Secretary, has allowed himself, there is no room for the consideration of the whole empire. The official writer assumes that Mr Henrick Heaton has totally ignored the question of the return postage from the Colonies to Great Britain, and hints at the possible absurdity of the Post Office being charged to pay the return postage may be changed to the new. Mr Henrick Heaton has expressly stated that he would equalise the rates, both for the missive and the answer. 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Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY OF PEKING* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 24th May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to English, French, and German by all trans-Atlantic lines of Steamers.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (for the return) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 5, 1887.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAÏD,
MEDITERRANEAN AND BLACK
SEA PORTS,
MARSEILLES, AND LA PLATA;
OF BRAZIL, AND LA PLATA;
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 26th of May, 1887, at Noon, the Company's S.S. *SAGHAIEN*, Commandant HOMER, with MAILS, PASSENGERS, SPOULE, and CARGO, will leave this Port for the above places.

Cargo and Spoile will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th May, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *SAN PABLO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd proximo, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 14, 1887.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail,'
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,
and may be had at the
OFFICE OF THE PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH,
And Mr. W. BAKER'S.
Price, 50 Cents.

WASHINGTON BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

ADAMSON, BELL & Co.,
Agents.
Hongkong, May 18, 1887.

NOW READY.

PRIZE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.
Can be obtained from KELLY & WALSH
at Shanghai and Hongkong, and at LANE,
CRAWFORD & Co., Hongkong, and at the
China Mail Office.

ADAMSON, BELL & Co.,
Agents.
Hongkong, May 18, 1887.

SHARE LIST.—QUOTATIONS.

May 19, 1887.

Stocks. Nos. of Shares. Value. Paid-up. Position per Last Report. Balance forward. Last Dividend. Closing Quotations, Cash.

BANK.
Hongkong and Shanghai Bank Corp. 60,000 120 all \$ 4,500,000 \$ 25,313.43 at 30 for 1 year working a/c 135 % prem., cash, buyers

INSURANCE.
North-China Insurance Co., Ltd. 5,000 20 all \$ 100,000 \$ 100,000 \$ 23.05 for 1886 \$ 235, seller

Yangtze Insurance Company, Ltd. 8,000 20 all \$ 50,000 \$ 50,000 \$ 3.05 for 1886 \$ 100, seller

Union Insurance Society Co., Ltd. 10,000 20 all \$ 100,000 \$ 100,000 \$ 3.14 for 1886 \$ 100, seller

China Traders Insurance Co., Ltd. 24,000 83.33 25 all \$ 600,000 \$ 600,000 \$ 48,524.75 for 1886 \$ 90, seller

Canton Insurance Office Co., Ltd. 10,000 20 all \$ 100,000 \$ 100,000 \$ 48,524.75 for 1886 \$ 90, seller

Chinese Insurance Co., Limited. 1,500 1,000 20 all \$ 20,000 \$ 20,000 \$ 28,567.48 for 1886 \$ 432, seller

Hongkong Fire Insurance Co., Ltd. 1,000 20 all \$ 1,000,000 \$ 1,000,000 \$ 24,738.44 for 1886 \$ 889, seller

China Fire Insurance Co., Ltd. 10,000 20 all \$ 10,000 \$ 10,000 \$ 7,113.40 \$ 120, nominal

Singapore Insurance Company, Ltd. 20,000 100 all \$ 20,000 \$ 20,000 \$ 7,113.40 \$ 120, nominal

The Straits Fire Insurance Co., Ltd. 20,000 100 all \$ 20,000 \$ 20,000 \$ 7,113.40 \$ 120, nominal

The Straits Insurance Co., Ltd. 20,000 100 all \$ 20,000 \$ 20,000 \$ 7,113.40 \$ 120, nominal

STEAMSHIP COMPANIES.
H.K. & M. Steamship Co., Ltd. 40,000 20 all \$ 40,000 \$ 40,000 \$ 11,410.40 6 % half year 80, sales

Douglas Steamship Co., Limited. 20,000 20 all \$ 17,320 \$ 17,320 \$ 11,410.40 6 % half year 80, sales

Indo-China S. N. Company, Limited. 10,000 10 all \$ 10,000 \$ 10,000 \$ 4,387.50 7 % for 1886 10 % div., sellers

China and Manila S. S. Co., Ltd. 3,500 100 all \$ 3,500 \$ 3,500 \$ 40 discount

MISCELLANEOUS.
H'kong & Whampoa Dock Co., Ltd. 12,500 125 all \$ 12,500 \$ 12,500 \$ 4,260.12 15 % for 1886 \$ 79, cash, buyers

H.K. and China Gas Co., Limited. 1,000 10 all \$ 1,000 \$ 1,000 \$ 9,177.31 15 % for 1886 \$ 152, 31.41 % half year 80, paid up

Hongkong Hotel Company, Ltd. 1,000 100 all \$ 1,000 \$ 1,000 \$ 3,321.41 15 % for 1886 \$ 210, sellers

China Sugar Company, Limited. 15,000 100 all \$ 15,000 \$ 15,000 \$ 13,761.63 12 % for 1886 \$ 130, cash, buyers

Hongkong Ice Company, Limited. 5,000 50 all \$ 5,000 \$ 5,000 \$ 514.58 10 % for 1886 \$ 110, cash, buyers

Hongkong Bakery Company, Ltd. 7,000 100 all \$ 7,000 \$ 7,000 \$ 30,303.18 nominal

Luen Sugar Company, Limited. 5,000 50 all \$ 5,000 \$ 5,000 \$ 30,303.18 nominal

Perak Sugar Cultivation Co., Ltd. 5,000 50 all \$ 5,000 \$ 5,000 \$ 30,303.18 nominal

Perak Tin Mining & S'ing Co., Ltd. 5,000 50 all \$ 5,000 \$ 5,000 \$ 30,303.18 nominal

Panjoon & S'ing D'ua Saman Co., Ltd. 40,000 100 all \$ 40,000 \$ 40,000 \$ 30,303.18 nominal

H.K. & S'ing W'at & S'ing Co., Ltd. 17,000 100 all \$ 17,000 \$ 17,000 \$ 30,303.18 nominal

H'kong Rope Manufacturing Co., Ltd. 8,000 80 all \$ 8,000 \$ 8,000 \$ 30,303.18 nominal

A. R. Watson & Co., Limited. 3,800 100 all \$ 3,800 \$ 3,800 \$ 30,303.18 nominal

H.K. High-Level Tramways Co., Ltd. 1,250 100 all \$ 1,250 \$ 1,250 \$ 30,303.18 nominal

Chinese Imperial 1884 B. 8,565 100 all \$ 8,565 \$ 8,565 \$ 30,303.18 nominal

Chinese Imperial 1884 C. 3,189 100 all \$ 3,189 \$ 3,189 \$ 30,303.18 nominal

Chinese Imp. (Ch. Bank Loan) 1885 2,790 100 all \$ 2,790 \$ 2,790 \$ 30,303.18 nominal

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAÏD, TRISTE,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALPIC PORTS;
LONDON, NEW YORK, BOSTON,
PELTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 9th day of June,
1887, at 4 p.m., the Company's
Steamship *SACHSEN*, Captain Tarsen,
with MAILS, PASSENGERS, SPOULE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 8th June. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.)

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, May 14, 1887.

Mr. Andrew Wind,

NEWS AGENT, &c.
21, PARK ROW, NEW YORK, is
authorized to receive Subscriptions,
Advertisements, &c., for the *China Mail*,
Overland China Mail, and *China Review*.

NOW READY.

THE COMMERCIAL LAW AFFECT-

ING CHINESE; with special refer-
ence to PARTNERSHIP, REGISTRATION AND
BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the *China Mail*
Office, and at Messrs. LANE, CRAWFORD &
Co.,—Price, 75 cents.

CHINA COAST METEOROLOGICAL

REGISTER.
MAY 17.—AT 4 P.M.

Station. Barometer, reduced to 32° Fahr. Wind. Direction. Force. Weather. Rain during previous 24 hours.

Manila. 29.72 88 N 2 0 c

Batavia. 29.72 88 N 2 0 c

Haiphong. 29.72 88 N 2 0 c

Hongkong. 29.72 88 N 2 0 c

Pochoo. 29.72 88 N 2 0 c

Shanghai. 29.72 88 N 2 0 c

Nagasaki. 29.72 88 N 2 0 c

Wlotook. 29.72 88 N 2 0 c

Manila. 29.83 88 S 3 b

Haiphong. 29.83 88 S 3 b

Hongkong. 29.83 88 S 3 b

Amoy. 29.83 88 S 3 b

Shanghai. 29.83 88 S 3 b

Nagasaki. 29.83 88 S 3 b

Wlotook. 29.83 88 S 3 b

Manila. 29.83 88 S 3 b

Haiphong. 29.83 88 S 3 b

Hongkong. 29.83 88 S 3 b

Amoy. 29.83 88 S 3 b

Shanghai. 29.83 88 S 3 b

Nagasaki. 29.83 88 S 3 b

Wlotook. 29.83 88 S 3 b

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Amoy. 29.83 88 S 3 b

Shanghai. 29.83 88 S 3 b

Nagasaki. 29.83 88 S 3 b

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Bell's Wharf.

6. From Bell's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. From North Point to Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Alwine Seyd	3 c Samme	658	May 19	Wieler & Co.	Amoy	To-day
Borneo	3 c Wilkens	1444	May 15	Jardine, Matheson & Co.	Yokohama	To-day
Benark	3 c Wilkens	1782	May 17	Gibb, Livingston & Co.	Woosung	To-day
Benark	3 c Thomson	1497	May 11	Gibb, Livingston & Co.		
Canton	3 c Bremner	1111	May 19	Jardine, Matheson & Co.		
Carnarvonshire	3 c Courtney	1749	May 19	Jardine, Matheson & Co.		
Changsha	3 c Williams	1403	May 17	Adamson, B. & Co.		
China	3 c Elays	1536	May 18	Yuen Fat Hong		
Ching-wo	3 c Dearborn	5079	May 13	Arnold, Karberg & Co.	Saigon	22nd inst.
General Warden	3 c Dearborn	5079	May 13	Arnold, Karberg & Co.	San Francisco, &c.	24th inst.
Crusader	3 c Houghton	642	Nov. 13	Siemssen & Co.	Haiphong	To-morrow
Dafin	3 c Watt	527	May 18	Adamson, Bell & Co.		Patent slip